

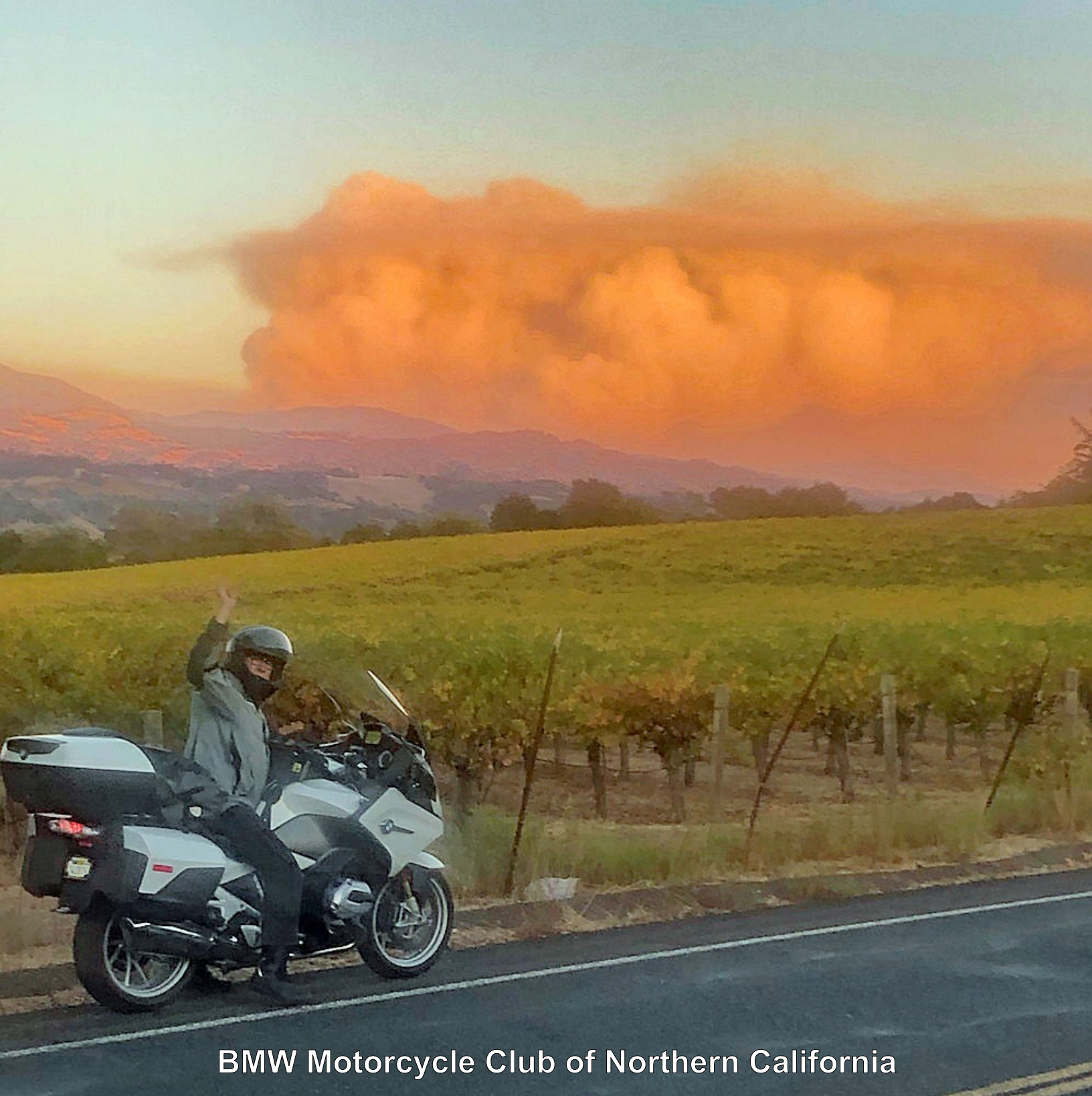
NOVEMBER 2019

NORCAL NEWS



Ride to Camp

Camp to Ride



BMW Motorcycle Club of Northern California

President's Report

Wow! What a crazy month with all the power shut downs and Kincaid fire. It was really disappointing to have to cancel what was shaping up to be one of the largest Octoberfest monthly meetings the club has put on. Almost one third of our members were planning to attend. But when the forecast for an extreme wind event we knew the event was in jeopardy and had to cancel. We were fortunate because the campground was eventually closed on Saturday and all routes home to the south were in an evacuation zone. It would have been a huge mess to have to shut down the kitchen then spend all night driving around the fire zone. While we looked at alternative locations, with the large group size there were not many options and the logistical challenges significant. We were able to cancel the brat and beer order so we mitigated a significant portion of the financial impact of the cancellation.

Our pretzel and roll orders were donated to a local foodbank. We are going to put on on a simple Decemberfest at our Club meeting on December 5th with some holiday themed food and beverage so be sure and sign up so we can plan accordingly.

The Board has a busy meeting this month. We accepted a formal code of conduct policy for all members and guests. Thankfully we haven't had

many problems at our events but with a growing club and many new members and guests we felt it important to have a formal policy to communicate to everyone about what's expected. While the formal policy is detailed later in the newsletter the quick summary is that we respect all individuals and the communities we hold events in, and behave in a manner that is responsible.

In addition, while for the most part we don't offer refunds, with increasing transaction costs we adopted a simple policy to cover our transaction costs when we honor a member's request for a refund. For refunds of less than \$50.00 the fee is \$2 while refunds of \$50 or more the fee is \$5. This is meant to cover our transactions fees we incur in a manner that simplifies our administrative burden.

I am also happy to share that our membership is now at 315 full members. This is a great result of all the efforts our volunteers put into the club events. We have many new faces in the club so be sure to make it a point of introducing yourself to those you don't know.

I am looking forward to seeing everyone at the December meeting. Until then stay safe

Kevin Coleman President

Motorcycle Nirvana

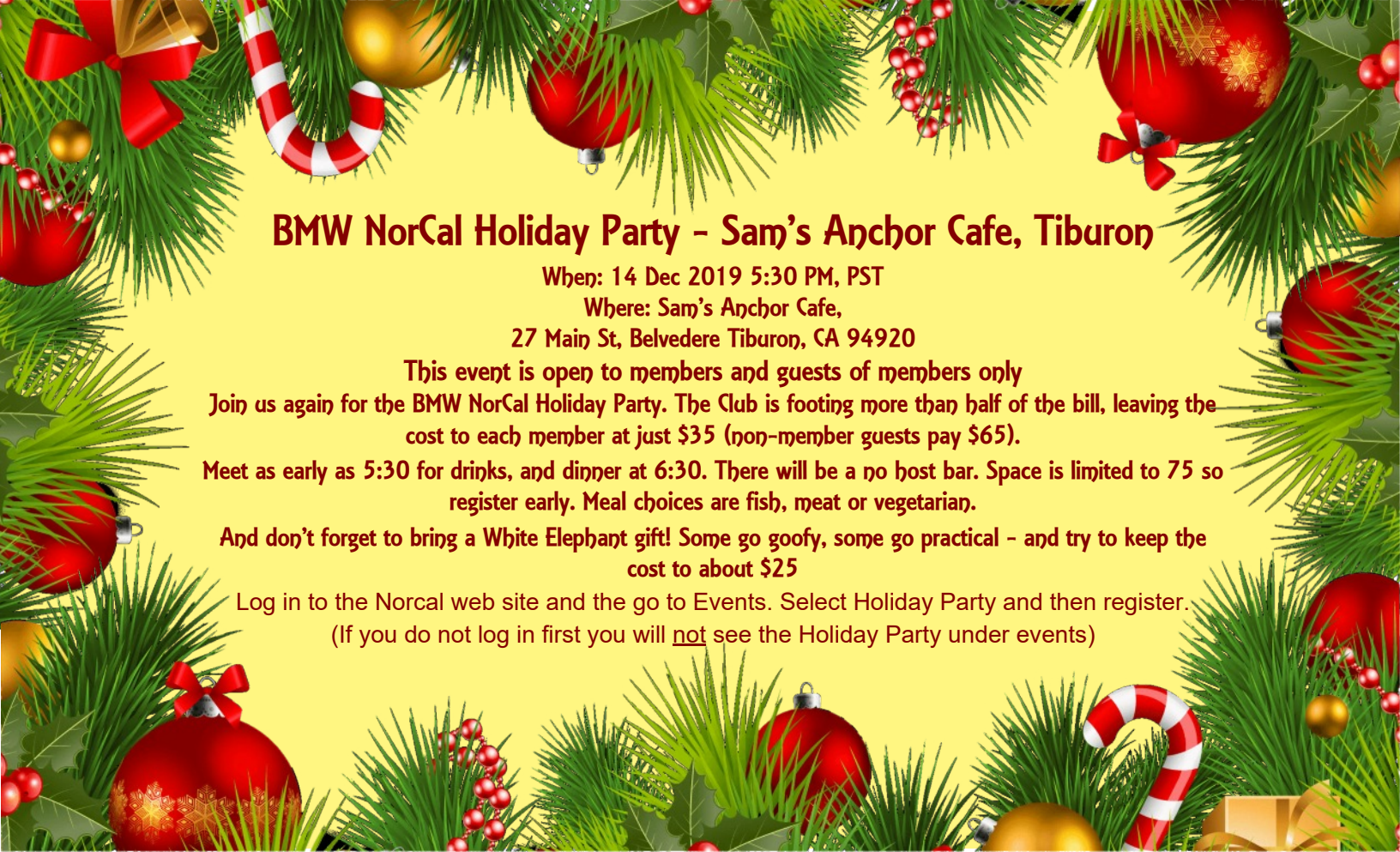
In the beginning I wished I had brought earplugs. But after several miles I became lost in a place that all bikers go when they take a powerful motorcycle out on a curvy mountain road. It is kind of a spirit place where the experience is all and memories of the past and worries about the future fade away. It's a type of self hypnosis. Later, you can't really say where exactly you rode and whether there was traffic or if there were stoplights or whether you stopped at them.

The wind and the motion and the speed pushed away the world, smoothed the edges, softened the bright spots and tweaked some kind of pleasure center in the reptilian part of my brain. It made me feel a pure joy unencumbered by cognition and awareness of process. I just went fast and then went a little faster and fell away into the pleasure.

Extract from the book Tahoe Silence by Todd Borg submitted by Dane Faber

I am just telling you to **WATCH IT!**

It is two months since I went down on Hwy 5 on the way to the Range of Light. Caught a side bag on a truck bumper while lane splitting - really dumb. Anyway I landed on my left arm and hit at the ground with my wrist. Unfortunately I was wearing a Casio G-Force watch with a heavy stainless steel band. A muscle got trapped between the Ulna bone (where it sticks out) and the strap of the watch. It still hurts and my wrist strength is greatly reduced. It does not seem to be getting better. I personally will never again ride wearing a watch. You might also want to think about watches or other hard objects carried about your person that might aggravate an injury if you were to fall. Give your protective gear a chance.



BMW NorCal Holiday Party - Sam's Anchor Cafe, Tiburon

When: 14 Dec 2019 5:30 PM, PST

Where: Sam's Anchor Cafe,
27 Main St, Belvedere Tiburon, CA 94920

This event is open to members and guests of members only

Join us again for the BMW NorCal Holiday Party. The Club is footing more than half of the bill, leaving the cost to each member at just \$35 (non-member guests pay \$65).

Meet as early as 5:30 for drinks, and dinner at 6:30. There will be a no host bar. Space is limited to 75 so register early. Meal choices are fish, meat or vegetarian.

And don't forget to bring a White Elephant gift! Some go goofy, some go practical - and try to keep the cost to about \$25

Log in to the Norcal web site and then go to Events. Select Holiday Party and then register.
(If you do not log in first you will not see the Holiday Party under events)

Editors Corner

Sometimes being the newsletter editor is tough. Either feast or famine. Last month I put out the biggest newsletter ever at 24 pages(online). This month, a week before publication date, I had a one page article by Alan Huntzinger describing his highlights and low lights of the past year. Thanks Alan. (When you read the article the words are all Alan's but he had nothing to do with the graphics - those are mine.) I also had a page and a half on fuel injectors that I had written previously but pulled from October due to lack of space - and then the Oktoberfest camp out was canceled. Panic!!

I remembered Fred Montano blog of his South American ride. I spent quite a lot of time turning the day by day blog into a readable article. It was already to go AND THEN the day before going sending it to the printer Chris Weld sent me a link to an article written by Alberto Sevilla about his ride and camp at Lake Sonoma - the site of the canceled Oktoberfest. Sitting here with my Journalist's Hat, I could smell an irresistible scoop - so I am afraid you will have to wait until next month to read about Fred and Ed's exploits.

Members should understand that the printed version of the newsletter is made up of just 16 pages. This not only holds down the cost of printing but also mailing costs. The printed versions are sent to dealerships and motorcyclist meeting places as a way of advertising the club. The online version sometimes contains additional content which is of interest to members such as bylaw revisions, plus additional event photographs etc. Whenever a member takes the trouble to submit an article I always make sure this content shows up in both the online and printed version of the newsletter.

The next issue of the newsletter will be January 2020. (No newsletter in December). It would be nice if you readers could send me pictures from the Norcal Holiday party and maybe some words describing your personal impressions of this, or any other Norcal event. You might also like to tell all the Norcal newsletter readers what Santa Claus delivered this year.

As always, just hoping

John Ellis

Struck by Lightning - Twice!

I have never met anyone who has suffered from partially blocked fuel injectors. I have asked many people in the club and even talked to mechanics in dealerships. No one has ever had to change blocked fuel injectors.

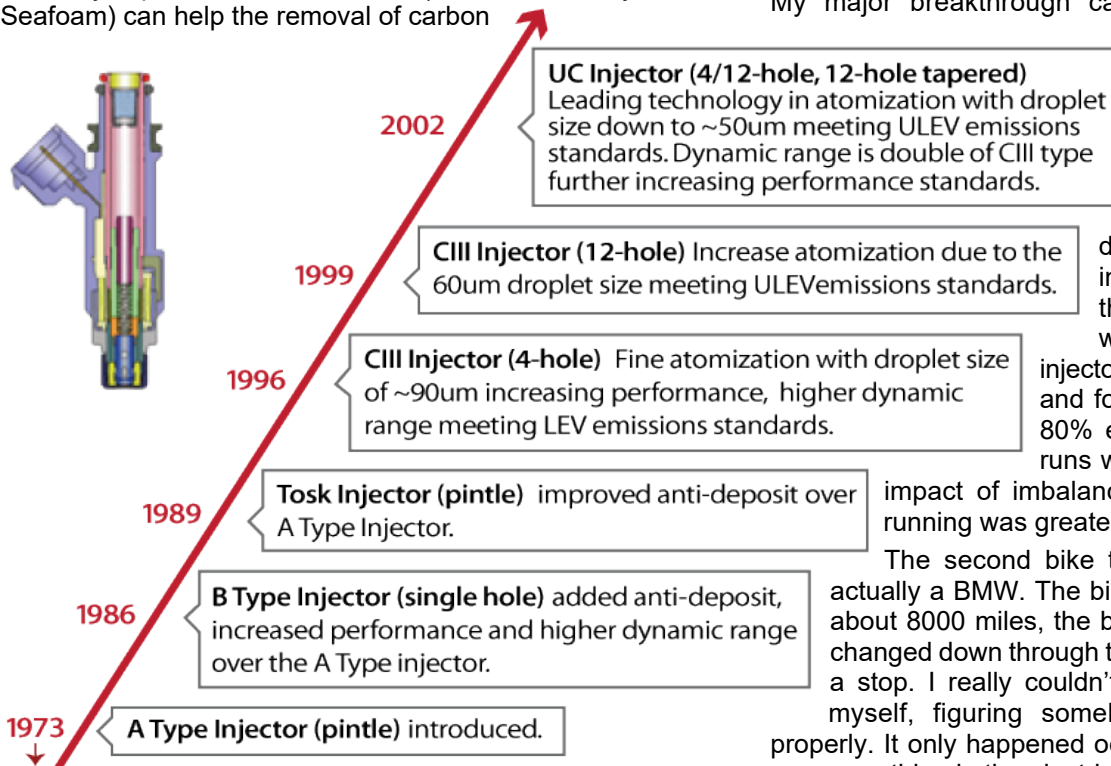
I have owned two bikes with fuel injectors and both bikes suffered from blocked injectors.

The big problem with fuel injectors that are partially blocked is that its really difficult to diagnose. It is not something that shows up in an engine diagnostic, so the technicians at the dealers may not spot it. There are no electronic monitors. With fuel filters in place blockage of a fuel filter it should theoretically never happen.

The primary difference between carburation and fuel injection is that fuel injection atomizes the fuel through a small nozzle under high pressure, while a carburetor relies on suction created by intake air accelerated through a Venturi tube to draw the fuel into the airstream. Since 2001 all BMWs have relied on fuel injection. To meet emission standards the design trend is for injectors is to achieve ever smaller atomized droplets.

The diagram from Denso shows the main component parts of a fuel injector and the evolution of the fuel injector. The main things to note is that the fuel (gasoline) is pressurized by a pump (located inside the fuel tank on BMWs), the flow of gas is controlled by a solenoid in the injector, which is pulsed on/off by the electronic controller, which controls the pulsed fuel flow through the spray tip. The injectors used in modern bikes don't have a single jet but have 12 tiny holes through which the fuel flows. Each hole is about 0.006 inches diameter or less. The same sort of size as a human hair. It only takes a speck of dirt to block one of these holes and interfere with the desired uniform, fully atomized, spray pattern.

From my experience, fuel additives (such as my favorite Seafoam) can help the removal of carbon



deposits on valves or cylinder head, and may have worked on

the older single hole injectors but will not clear a single blocked hole in a 12-hole injector.

Injectors are fairly easy to get at on most bikes and can be removed quite easily. Unfortunately, once removed it is not possible to clean by just spraying Carb Cleaner, because without power, the solenoid in the injector is closed so the spray cannot clean the inside of the tiny jets. There are thus two alternatives. Buy new injectors or get the injectors professionally cleaned.

Motion Pro makes an interesting looking Fuel Injector cleaning kit for motorcycles, but does not look like it has the adaptors needed work with BMW injectors..

New injectors typically cost around \$120 each and bikes have one per cylinder.

Since buying new injectors is a fairly large investment the question is how do you figure out if changing them is actually needed? The only thing I can offer is my experience with the two situations I suffered from blocked injectors.

The first case was my 2004 R1150r. I purchased this bike in 2010 and it had less than 2000 miles on the clock, so it had been sitting around for a long time. I bought it from a dealership, and when I picked it up, I was told a new fuel pump had been fitted. If I had been smart (which I wasn't) this should have been a clue. It was my first BMW so I had no idea what to expect. I did notice the low-down pick up wasn't good. I changed plugs and carefully set up valve clearances, synchronized throttle bodies, and things improved a bit. However, on my first major trip to Colorado I hit a problem. At altitude, the vibration at high speed was really bad. In fact, when I arrived in Colorado, the soles of my feet were hurting so badly I purchased sole liners for my boots. It hurt to walk.

It took a while to figure out what was going on.

My major breakthrough came when I purchased a fuel enrichment device (XIED), that sits between the oxygen sensor in the exhaust and the bike's control unit. It fools the CPU into thinking the engine is running weak and the CPU increases the amount of fuel delivered. This made a huge improvement. I then realized that there was probably also an issue with the fuel injectors. I pulled the injectors and sent them off to be cleaned and found one was operating at about 80% efficiency. At altitude the engine runs weaker than at sea level, and the impact of imbalanced injectors on engine smooth running was greater.

The second bike that suffered problems was not actually a BMW. The bike was purchased new and after about 8000 miles, the bike suddenly started stalling as I changed down through the gears, usually when coming to a stop. I really couldn't understand this one. I blamed myself, figuring somehow, I wasn't changing gears properly. It only happened occasionally, so my first thought it was something in the electrics, maybe cruise control, that was causing the engine to cut out. I checked the throttle bodies were synced properly, but occasionally, maybe once every other ride; it would happen.

I looked at on line forums and some owners had increased the factory set air bleed on the throttle bodies to get smoother pick up at low speed. I made the change and the stalling out frequency changed to once every couple of weeks. I was never really happy with this since it had been just fine with factory settings for the first 8000 miles.

After 25000 miles and nearly a couple of years later, the bike was running OK. I took it into the dealership for a valve adjustment and the dealer reset the throttle bodies back to factory setting and the frequent stalling returned. I spoke to him but he had no clue as to why it was happening. I increased the air bleed again. Then I started noticing banging in the exhaust when closing the throttle on over run. Banging in the exhaust is a result of unburnt fuel. I did the usual stuff – new plugs, cleaned air filter – no difference.

Then the light went on in my tiny brain. I bit the bullet and ordered new injectors.

Installed the new injectors, closed the air bleed off a bit, balanced the throttle bodies.

Taking it out for a test ride it was noticeably smoother, and had better pick up. I also was seeing a 4% improvement in gas mileage. I was so pleased with myself. Then a week later it stalled again. A week after it happened again.

So, what could be wrong?

In the May 2019 Norcal Newsletter I wrote about Top Tier fuel, and its benefits in keeping the valves and cylinder head clean. Included was pictures of valves with carbon build up as a result of using gas without cleaning additives. Now, my current guess

was since unburned fuel was making it to the exhaust maybe this was also caused a carbon build up in the combustion chamber, and it was this was causing the engine to run poorly at low revs and causing the engine to stall.

My “goto” fuel treatment is Seafoam. It works and does not damage the injectors. For a couple of months nearly every fill up was complimented with half a can of Seafoam. After a couple of thousand miles, I reset and balanced the air bleed (closed it ¼ turn). No more stalling was experienced.

Based on my experiences partially blocked fuel injectors can cause

- Poor low speed and idle running
- Banging in the exhaust on over run
- Excessive engine vibration
- Carbon build up in the combustion chamber and valves. (I have read on Forums that excessive carbon builds up on valves and can stop the engine from running)

Although replacing injectors is a pretty easy job, the injectors themselves are a bit expensive. If changing them on a hunch, make sure the valves and ignition system is good first. Regularly give your engine a dose of Seafoam.

Remember the holes in the injectors are very small. Every time you do any work on the fuel system of your bike, take care not to get the tinniest bit of dirt in the system especially in the pipes after the fuel filter.

John Ellis

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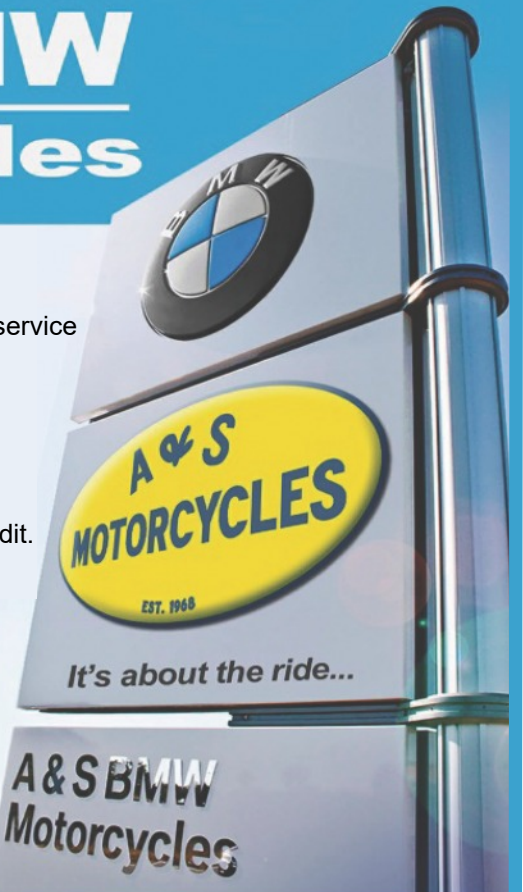
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Life's Ups and Downs by Alan Huntzinger


**START
HERE!**



in the middle of October, last year, i rode 12 hours during the skills riding event


i pull the rear drive, fender, transmission, swing arm, seat, and gas tank, and then 3 days later put it all back together.

Left carburetor would not behave. So i change the carbs Now we are down to just 2 days before the 49er. We pack the sidecar and head to the Rally without a test run.



One week later i had a surprise heart attack, with no prior symptoms.


Luck was with me as i had a spare transmission in the sidecar for ballast BUT my buddies didn't want to change the transmission in the parking lot. i used my brand new AMA Card, one day old, for a free tow home



We stop for gas in Modesto and discover the driveshaft boot has split open, oil all over. Cycle Specialists in Modesto didn't have any parts for a Slash 2 (of course) So i wrap a H-D inner tube around a secure with tie wires. it still leaks. So i buy screw hose clamps and install them at Camp. Miss trip to Yosemite

A little over a week later i had a second heart attack 2 hours after a clean bill of health from my heart doctor. This was the start of this Good - Bad saga of the 7 months prior to the 49er

i had to replace the blown 1000 cc engine with a spare 800 cc engine (20% less power) i couldn't get it started due to a different wiring. Had to realign the sidecar. in a 20 mile check run to breakfast 2 weeks before the 49er, the transmission failed.




i didn't ride for 5 months or do any heavy exercise.



Carol has trouble getting on and off the RT, so she wanted to ride again in the sidecar.



Upon unpacking the sidecar in Mariposa i discover that i had packed 2 motorcycle covers and only one air mattress. Guess who got the air mattress, not me



THE END

Its that time of the year again - Halloween, Thanksgiving and Deer Mating Season

Remember to watch out for deer during the next couple on months. My advice is to slow down as soon as you see them and wait until they figure out which way they are going. If you see one then there are most likely others around that you don't see. A few years ago I was riding along a straight road and there were three deer running along side in the next field. Suddenly they were in front of me on the road. They went over a five foot fence and didn't even break stride. Be careful on blind corners, cover your front brake lever - there might be one standing in the middle of the road. I read an article that stated static deer tend to take off in the direction they are facing when they are surprised. Might want to aim for the back end.



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New Code of Conduct

Our Club is a dynamic and growing club and have a lot of new members and our events are attracting an increase in guests as well. While we have not had many problems with conduct at our events the Board thought it important to adopt a a simple code of conduct that sets forth our expectations of all members and guests. It's not hard to comply with.

BMW Club of Northern California

Code of Conduct

We are a diverse group of riding enthusiasts connected by our shared interest in BMW motorcycles and camping. We ride safely and show consideration for the communities that we visit. Our members and guests support a respectful, open and welcoming environment. Discrimination, harassment and illegal activities have no place in our Club. Aggressive or demeaning language and discrimination, especially if it relates to sex, race, religion or sexual orientation are not tolerated. Sexual harassment of any type is not tolerated. If you drink alcohol, we expect you to drink responsibly. Illegal drug usage is not allowed. If you observe or have been impacted by any such behavior please contact one of our Board Members and we will address it promptly and discreetly. Members or guests not abiding by our code of conduct will be asked to leave the event and may be barred from further Club activities.

Please email president@bmwnorcal.org or any of the Board Members if you have any questions regarding our policy.

New Refund Policy

For the most part registrations for club events is non-refundable. When we do honor a request for a refund we will charge a cancellation fee of \$2.00 for refunds of less than \$50 and \$5.00 for refund of \$50 or more. This is meant to cover the transaction fees we incur when we accept credit card payments in a simple manner.

Alberto and Harry go riding and camping at Lake Sonoma

Norcal Oktoberfest 2019 was canceled due to fires. However Alberto Sevilla and Harry Bahlman set off early Friday morning, before the cancellation email was sent. Here is their story

Friday Oct. 25, 2019 Saratoga to Lake Sonoma

2019, end of the summer. Late October has an undefined temperament. Not cold, not warm. Daylight hours are changing fast, a bit more night everyday. This year California is affected by heat, high winds and dry weather creating a serious fire condition. Currently there are several fires raging in the Sonoma area, where we are headed. The Nor-Cal organization had prepared their annual Oktoberfest at Lake Sonoma which is some fifty miles away from the fires, the fires should not be an issue, or so we think. Motorcycle riders we are, the thought is on riding "them there hills"... fire? What fire?! That's the spirit!

Friday morning I got up early and said to Lynn, "see you Sunday Hon". To which she replied, "Bert, don't do anything stupid".

"Huh? What kind of reply is that?"

Thought she'd say, have a good time or something similar to that. But, oh no. "Don't do anything stupid". Dang! That was not a vote of confidence. I guess after some 45 years she can make guesses about what I will or won't do. I opted to ignore her remark, and let it go at that.

Without saying anything else, headed to the garage and got my bike out. I ride a 2018, 1200RT. The night before I had packed a dry-sac with the needed camping gear but minus any cooking stuff. Upon opening the garage door, outside is still dark. It might as well be midnight. At my age (71) lights flare in the darkness, I get eye fixation, I cannot see the road all that well. Yes, yes, definitely not a night rider. But at this minute I will ride at night. Daylight will not be for another half hour or so.

I was on the road by 6:30 am. I am to meet Harry at the intersection of Page Mill Rd and highway 280. Headed north through San Francisco and on the other side of the Golden Gate Bridge have breakfast in Sausalito. While having breakfast we get a message from the Nor-Cal organization. "Due to the fires and high wind, this year's Oktoberfest is canceled". Harry and I lightly discussed the message. Harry and I checked with our

smart-phones for weather, direction of wind, etc...and concluded, "Nah! This is nothing". We both chose to ignore the cancellation and continue as if nothing had been said. We are riding anyway.

After Sausalito Harry had a bunch of county roads lined up for us to ride. He puts an effort at being efficient in selecting roads to take. I am just an indian - not a chief, a follower! (truly, just lazy as heck!)

North on highway 101 we soon come to Lucas Valley Rd heading west to the coast near the towns of Bodega Bay, Jenner and later heading East on Briar Grade. Eventually we ended back on 101 in the town Cloverdale. We ate a light snack at McDonalds and headed to Sonoma Lake to see who else had showed up for the NorCal Oktoberfest.



Harry checking out Lake Sonoma

On the way to the lake, we made wagers as to how many other riders would show up considering the cancellation. I guessed a half dozen, Harry was less optimistic. When we got there the park gate is closed. No one at the control house. A bit further down the Park host/ranger officially greeted us: "Sorry, the park is closed". Harry, can be convincing, and with his best smile and argument: Huh?! We'd come all the way here to camp and ride! He was sympathetic with our situation agreeing to let us in with an admonition: "Ok, but I have not seen you. You are not supposed to be here". It's a deal! And with that he left us.



The fire is that way... way, way away

At the parking lot we see how wrong I was... half a dozen extra riders? Not a ONE! That's it. We were the only ones to be in the entire camping facility. I guess people must have paid heed to the fire warnings. But, there is no sign of fire or smoke around here. We are under blue skies, a light breeze at 70° F, ideal for motorcycle riding.

I sent an email to the club indicating our findings of road, fire and weather conditions. The club announced our findings to others by email and of our presence at the campsite. NorCal reiterated the cancellation. I think it is correct, we are entitled to take chances... NorCal cannot.

I suggested not setting any tent, instead opting for "open sky". It was agreed, so we staked the place and left the park for some more riding. Where to? Harry suggested Cherry Creek Rd, It is a loop of a few miles. Fine. The road is truly an adventure, it climbs with sharp hair-pin turns, plenty of forest. It looks like no one ever comes here. Soon enough, after two miles or so, the road pavement ends and starts with gravel, Hmm... "Sure you want to continue, Alberto?" - "Yeah, why not. According to the GPS it makes a sharp right turn and we could make the full circle".

3/4 of a mile later we get to the right-turn. Small detail, there is a gate, and it is closed! This is not going to work very well. Narrow road, gravel, sloping terrain. Not exactly propitious to making U-Turn with a 700 pound Motorcycle. But, it is not an option. We are heading back. No biggie. There is highway 128 just a few miles north of here. We headed there to find an amazing country road. Great pavement, sweeping curves that call for throttling-up and keep fifth gear at 60 MPH... humming the engine. What a ride!

Decisions, shall we go all the way to the coast or head back? It was about 4:30 pm. Head back I suggest and have dinner before we return to camp at the lake. We found a Chinese restaurant and after eating a gooey Chow Mein we called the day off.

Back to camp.

Upon our return, by 7:30 pm still no one else had come for the Octoberfest. So we settled for an easy evening.



Hakki with a TIPI tent... interesting set up

8:00 pm or so, a new rider comes in. Bright lights cut the night and he parks next to our bikes. I was truly surprised, thinking that we were the only ones with enough spirit of adventure. It is a 1200 GS. Hakki, gets off his motorbike and joins us by offering a six-pack of beer and Pistachio nuts.

Hakki looks like he is accustomed to riding, ready to smile and take on company in a light manner. We talked for a while about his exploits and techniques as a motorcycle rider. I love hearing about it. Harry is more circumspect and keeps silent, just listening.

By 8:30 I am done, Good night. Harry and Hakki remain talking until who know how late.



The parking lot... EMPTY!

Saturday Oct. 26: Ride by day - Evacuated by night!

Saturday morning. I was up by 4:00 am. Too early to wake up the others I went for a walk taken by the clear starry night. It is simply amazing how many stars you can see in the country away from city lights. Beautiful.

By 6:00 am, Harry stirs up. "Hey Harry wanna go into town for coffee?" He quickly agrees just as Hakki opens his tent flap. "Hakki, we are heading into Cloverdale, meet us there at the McDonald's or Starbucks". I'll find you, he replied, and with that we left.



The smoke from the Fire... must be fifty miles away

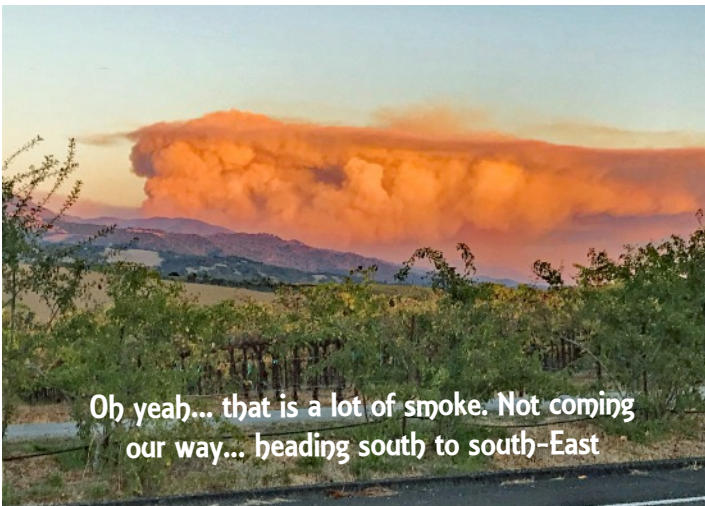
There is something magical about riding in the early morning. The sun is barely lighting up and all is fresh. McDonalds is open and I am ready for anything warm. As I have maintained, the Coffee at McDonalds is not bad at all. Hakki shows up.

Hakki and Harry talk as to which way to go for the day, I stay mum. To me all roads that I have not ridden are ok. I have no opinion.

After breakfast it seems we are headed to Clear Lake. To get there we take 101 North, exit at Highway 175 all the way to Lakeport. Highway 175 - What a Road! At first I was keeping up with my companios, not for long. There was some white gravel-looking debris on the road, they had no concern. I slowed down. The other two are inspired... Zoom! Faster than I could realize they had taken the turns disappearing from sight. Both Harry and Hakki can ride, evident to me, these two are mountain-cats. I can ride, but not at that pace. Eventually they waited at some vantage spot and we resumed our group-ride. This time at a more "Alberto-maximum-speed"... thank you boys!



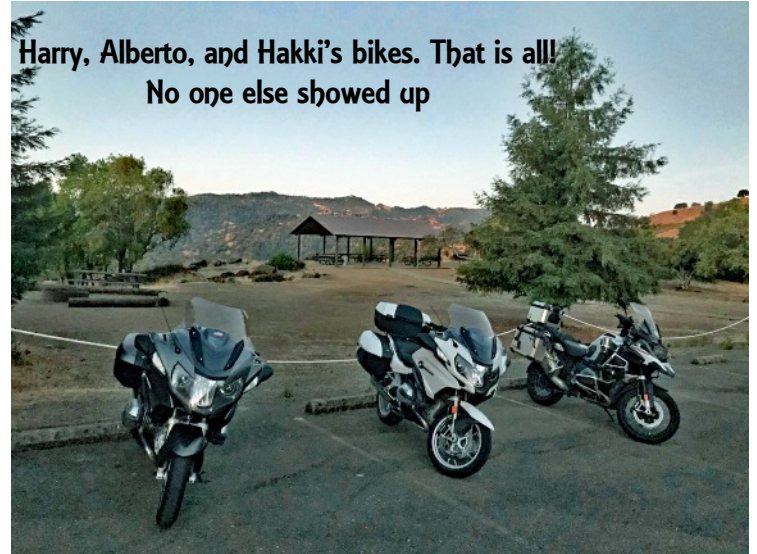
There were several Highway Patrol cars at toward the end of Highway 175, thank goodness we were riding a a softer pace, otherwise these two get a ticket for sure! In time we were riding around Clear Lake, stopping at Konocti Cafe on Soda Bay Rd. Here for the first time we get real news of the fire. A lady told us that Windsor and Healdsburg (south of us) had orders to



Oh yeah... that is a lot of smoke. Not coming our way... heading south to south-East

evacuate. PG&E anticipated severe winds for the afternoon making it possible that the fires may grow fast.

For the second time, in the true spirit of adventure neither of us paid any heed. We continued riding, arriving to Cloverdale by 3:00 pm. We stopped at a gas station... Holy Smokes (literally now) the station has a parade of cars 6-deep at every pump. Asking a car driver "is this on account of the fires?" Yes, she replies. They have issued evacuation orders for this town (Cloverdale). Just in case, I asked, "is the best way out of town, by highway 128 heading west?" Yep, she replied. But today, right now, Highway 101 is the best way out". Thanks!



Harry, Alberto, and Hakki's bikes. That is all!
No one else showed up

I thought, without vocalizing it, you cannot be serious! The fire is miles and miles away and the winds are pushing from West to South-East. That is away from us. Silly!

We decided to have an early dinner before heading back to camp. Nothing better than Mexican food after a long riding day. First place closed. Second place, "yes, but only if you order and eat fast. They will cut the power in 20 minutes at 5:00 pm". We can and did. At La Hacienda Restaurant we had a massive Mexican blow-out and sure thing we got out of the place quickly enough. I knew that eating Mexican-food-fast would have consequences... later.

Returning to camp at the Gate we are greeted again by a different Park Ranger... "sorry boys, the park is officially closed. No one can come in". After a little smooth talking the ranger lets us in with a warning "I did not see you, you are on your own". This is the second time we hear these words.



Open sky camping. Sleeping bags No tent



Observation platform at Lake Sonoma

From the park entrance to camp is about a 1/4 mile, if you can call camping placing the sleeping bags over a concrete pad. This time Hakki Packs his tent and joins us for open-sky camping ... Just in case. We discussed a plan of action. "Hey, if we start smelling smoke and the winds are strong we hop on ours bikes and skedaddle fast"... But it still seems overkill kind-of-talk. At 9:00 pm the Ranger comes over indicating that he was leaving the park and that we were completely on our own. "Fine by us. Good night".

Lazily I get inside my sleeping bag, fading away with thoughts of fire, smoke how to ride out in case of serious fire hazard upon us, etc.

About an hour later, Harry's phone starts BEEP! BEEP! BEEP! BEEP!

In no time at all I am awake. What da-heck? Harry is reading an EMERGENCY EVACUATION ALERT FOR CLOVERDALE. It is in spanish... Huh?! I translate. In less than a minute, I voice my opinion: "That's it, we are out of here! This is the third warning we have. No point testing fate". - Yes, Harry says, "I cannot sleep anyway and your wife told you not to do anything stupid" - I agree, we are out-a-here!

Harry, Hakki and I start decamping, implementing evacuation. Five minutes later we are all mounted and heading out. Behind us, in the distance, I see the headlights of cars going in the same direction we are heading... OUT! We are the first, so we ride at our pace. Being pitch black, cautiously. I am the last of the three bikes relying on their lights-on-the-road to follow.

At the bottom of the park, The Highway Patrol has closed the road to Cloverdale, no heading that way (a car that turned north had the Patrol immediately lit up his Blue Flashing lights and went after him, Hmmm...).

We continue paralleling the highway, south, to the next entrance. Again The Highway Patrol has barricaded the road going North, on the other side of the Highway. Heading South is ok. Okay by us, that's the way we want to go. We are now, in full evacuation mode. South and, by all means, out-a-here!

Highway 101 South is practically empty. huh? I bet they evacuated earlier in the day. Yet, at every intersection there they are. Patrol cars with barricades and flashing blue lights. No fire, or smoke...??? But surely flashing blue lights everywhere. There patrol cars running up and down the highway and blocking every intersection.

A few miles south, Harry spots a Denny's. We stop to discuss our situation.

Options:

1. Head west to the coast and camp there.
2. Just go home. It is 10:30 at night. These guys are still in adventure mode.

I pipe in observing...

1. It is night.
2. To the is coast is over a twisty road more than an hour way.
3. Where do you think we will find a campsite that is open at this time of day?

To which, Harry adds, "and what did your wife tell you?".

That's it. We are heading home tonight.

We each call out corresponding wives, inform them as to what our plans are. Harry is informed they have no power. I am informed there is no power at home either. Hakki power at home seems okay and offered us to go to his house which is closest of all. "Thank you Hakki, but - in for an inch...in for a mile. I am going home"

We are going to need that coffee, home is 2-1/2 hours away.

Heading south at night, I reflect, this is not exactly what I had planned for myself. For the moment, lots of coffee, night-riding, and the notion of evacuating have me all wired.

Hakki lives in San Ramon, he is heading East from where we are. He is going home on his own. Harry and I will take Highway 10 thru San Francisco. Then Highway 280 all the way home.

Harry warns me to stay alert because if he leads (which he knows he will) he cannot see me on account of his dry-bag on the rear seat, his rear mirrors are not available to him. "No problem. I'll be behind you and close at all times". And to the highway we took. Not bad. While I was apprehensive about my eyes, the night, etc... following Harry all the way to Page Mill Rd was easy. It all came to this moment, on my own the last 20 minutes or so.

While I was apprehensive, and yes, I had a bit of difficulty, I admit, it was more in my head than the reality of it. Still, I maintain, riding at night is not smart. But when you have to... well, do it!

Highway 85 was in front of me before I realized and three miles later, De Anza exit, my exit. The final two miles, Pierce Road were strange. Eerie is a better term. The entire area is dark. No lights anywhere. All there is are the road-night-reflectors, I had no idea how bright they can be!

12:45 am Sunday morning, I got home. Left my bike fully packed outside on the driveway and went inside a dungeon.

"Hi Honey!" - "Oh, hi Bert, welcome home".

Alberto Sevilla

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**Board Member*

Events

Board of Director Meeting

07 Dec 2019, 10:00 AM 12:00 PM
MotoGuild SF, 849 13Th St. San Francisco

November Member Meeting / Campout

07 Dec 2019 Big Basin Redwoods State Park - Sequoia Group site 1

Breakfast at Louis' 902 Point Lobos Ave. San Francisco, CA 94121 at 8AM.

Be gassed up before you get there. There's no gas near the restaurant. The restaurant is cash only. Please register on line if you plan to attend

BMW NorCal Holiday Party - Sam's Anchor Cafe, Tiburon

14 Dec 2019 5:30 PM, PST

Sam's Anchor Cafe,

27 Main St, Belvedere Tiburon, CA 94920

This event is open to members and guests of members only

Register at BMWnorcal.org

Board of Director Meeting

04 Jan 2020, 10:00 AM 12:00 PM

MotoGuild SF, 849 13Th St. San Francisco

Anniversaries

July	Valentin Cervantes	5
Aug	Mike Ledbetter	5
	John McGraw	5
Sept	Walter Gates	35
	Scott Maas	5
Nov	Robert Wolff	5

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